

# Route 67 News



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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

## Silva Interchange: Your Questions Answered

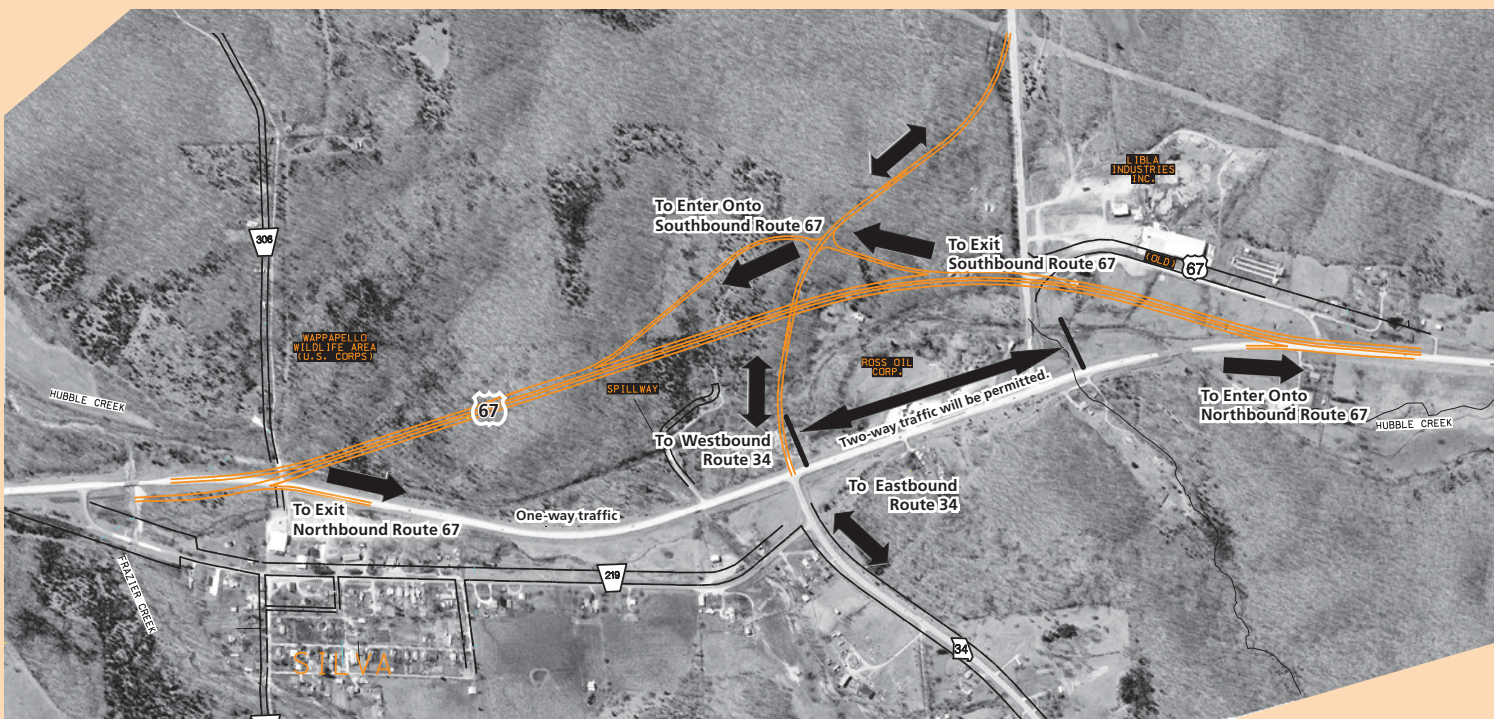
As discussed at the Route 67 public hearings, the new 67 four-lane will not be a freeway type road with interchanges and outer roads. Most of the upgrade to four lanes will be an expressway with median cross-overs.

One exception will be in the Silva area because of projected traffic volumes where Route 67 meets Route 34. While the roads will meet with an interchange, drivers won't see the typical diamond interchange most commonly found on I-55. The interchange will utilize existing Route 67 instead of the traditional onramp and exit ramps.

"Arkansas uses these types of ramps along its interstates," says Project Manager Tim Richmond.

"We think it's a very practical approach to constructing an interchange here, taking advantage of our existing resources and staying within the project's budget."

To exit Route 67 going northbound, drivers will take an exit ramp that will lead them to



Route 34. To enter northbound Route 67, drivers will take the two-way section of the ramp to enter onto the highway. Entering and exiting southbound Route 67 will be handled with more conventional type ramps.

Richmond says while the concept may not

be something drivers are used to seeing every day on Missouri's roads, once familiar with the plan, it should be easy to navigate.

For more questions answered, call us at 1-888-ASK-MODOT (1-888-275-6636).

## What's Going On?

With five contracts already awarded for construction of a new four-lane Route 67, here's a look at the progress on each.

**Grading for Section A** (first four miles north of Poplar Bluff)--Is completed.

**Clearing/Demolition for Section B** (southernmost seven miles in Wayne County)--A contract has been awarded. Clearing and demolition will take place as MoDOT gets the necessary environmental clearances and property acquired. There are 31 parcels of property in this section. Clearances have been obtained for 10 so far. That means the contractor has begun work on the 10, with MoDOT continuing to get necessary approval for the remaining 21 parcels.

**Demolition for Section C** (Two miles south of Route F to Route 34)--A contract has been awarded. MoDOT is working to get the necessary environmental clearances and property acquired. There are nine parcels of property included in this section to be demolished.

**Black River/UPRR Bridge Contract**

The Black River Bridge is about 98 percent complete, and the Union Pacific Railroad Bridge is 95 percent complete. The job is expected to



be finished by early summer.

**Wappapello Bridge**

A contract was awarded in March. MoDOT met with the contractor in April, and work should start this spring.



**Existing Route 67**

A \$7.8 million contract was awarded in April to begin improvements to the pavement and shoulders where existing Route 67 will continue to be used as part of the four-lane roadway.

**What's Left?**

Contracts for roadway grading and paving in Wayne & Madison Counties are expected to be awarded within the next year.

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# Work To Start On New Wappapello Bridge

A contract was awarded in March and work will soon start on a new four-lane Wappapello Lake/St. Francis River Bridge near Old Greenville. Work is scheduled to begin this summer with completion anticipated in summer 2009.

MoDOT worked very closely with the U.S. Army Corps of Engineers to enhance the safety factors of the new bridge and the improved corridor.

The campground recorded 224,970 visitors last year, and the new bridge will also address their needs with a pedestrian walkway. This feature will provide Old Greenville Campground visitors with a lake crossing dedicated to pedestrian use as well as protection from adjacent traffic.

Another phase of Route 67 includes reconstructing the entrance to Old Greenville Campground to improve the turning movements for traffic as well as an 80-foot median with left-turn deceleration lanes. There will also be another pedestrian crossing under Route 67 north of the campground at the City of Greenville. The Corps plans to connect Old Greenville Campground to the City of Greenville via a pedestrian trail. The pedestrian crossing under Route 67 will provide campground users with a way to access Greenville without exposure to traffic.

“This project is certainly in cooperation with the Corps and included significant coordination with the Wappapello Lake Project Office,” says Project Manager Andy Meyer. “We’re very appreciative for their help during the design process and look forward to their assistance during construction.”

## Smoother 67 Gets Accelerated

Work will get underway sooner than expected to smooth out Route 67 south of Poplar Bluff. A resurfacing project was awarded in March as the second phase of work to solve a long-term, recurring problem.

Water and mud have persistently pumped through the joints in the concrete on this stretch of roadway. Last year, MoDOT awarded a contract to underseal the pavement and successfully prevent the water from getting in; the result was a very rough ride for motorists.

“We knew the initial treatment was going to create rougher pavement,” says Project Manager Eric Krapf. “We always planned on following the undersealing with resurfacing to correct that; however, we were surprised at just how rough things got. We accelerated the resurfacing project to address

the situation for drivers as quickly as possible.”

The work will take place from a half-mile south of Route 160 to the Arkansas state line and is underway this spring. During construction, there will be only one lane of traffic with a pilot car leading the way as was used during the undersealing work. The project should wrap up by fall.

“While the undersealing made for an unpleasant traveling experience, it has dealt with the water problem. If drivers can continue their patience during the resurfacing, the result should be a much smoother Route 67,” says Resident Engineer Steve Bubanovich.

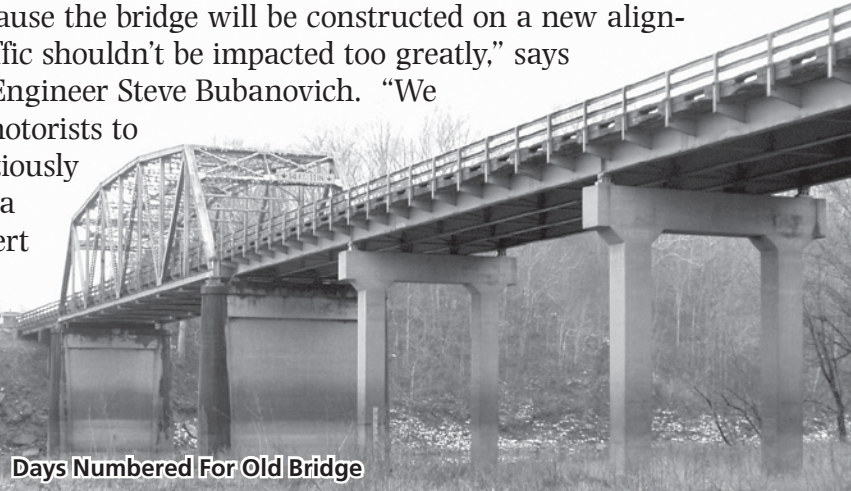
Bubanovich also reminds drivers to go slow in the work zones, stay alert and obey the posted signs.

“Because the bridge will be constructed on a new alignment, traffic shouldn’t be impacted too greatly,” says Resident Engineer Steve Bubanovich. “We do urge motorists to drive cautiously in the area and be alert for trucks and equipment entering and leaving the work zone.”

While roadway traffic may not be affected, recreational boating near the bridge will be restricted by buoys and signs at times during construction. Visit the Corps of Engineers website at [www.mvs.usace.army.mil/Wappapello](http://www.mvs.usace.army.mil/Wappapello) for the most current lake information.

The old bridge will be removed once traffic has been switched to the new lanes in the Greenville area.

The \$9,897,956 contract was awarded to Robertson Contractors, Poplar Bluff.



## Kudos

It’s no surprise that a project as large as Route 67 has an enormous amount of people all doing their part to make it happen. From citizens exercising their right to vote to local officials supporting the cause, this has truly been a community project across three counties, numerous towns and countless governments and agencies.

But recently a few milestones along the corridor were realized and we wanted to thank the folks who made it happen.

- The field work for the soil surveys for the Route 67 corridor are now complete. MoDOT’s materials division drilled approximately 2,750 holes for the entire length of the project to take soil samples. Sr. Geotechnical Specialist Joe Crader says “the drillers did a fantastic job, and we are very grateful to the field mechanics and garage personnel for keeping the operation going. Of course, the surveyors worked very well with us and if not for the incarcerated crews, we would still be out there.”

- MoDOT’s incarcerated crew leaders and their crews worked last minute to clear an easement before a deadline that, if not met, would have meant delays of many months to years. Clearing the area was crucial to our utility relocation schedule, and an access/clearing agreement along with an acre of tree clearance was accomplished in just three days thanks to MoDOT’s incarcerated crew leaders and their crews. Good work!



## 404 Permit Necessary Step In Improvements

Most people view transportation improvements as deciding where a road should go and building it. But, MoDOT is required to meet a host of federal and state regulations on each and every project it undertakes to ensure the safety of the traveling public, the communities the projects are within and even the land and resources nearby.

One important step in any project near streams or wetlands is the issuance of a 404 Permit and 401 Water Quality Certification. The Federal Water Pollution Control Act, commonly known as “Clean Water Act,” was created to improve the nation’s water quality by regulating the discharge of pollutants into the waters of the United States, in-

cluding wetlands, intermittent streams, rivers, lakes and water treatment facilities.

“When we talk about Section 404, it outlines the federal permit



necessary for placement of fill or dredge material into waters of the US,” says MoDOT Environmental Specialist Melissa Scheperle. “Section 401 gives authority to each state’s Department of Natural Resources to issue a certification for

any project that needs a Federal 404 Permit. This allows the state to have control over activities in the waters of the state.”

Scheperle says the objective is to restore and maintain the chemical, physical and biological integrity of the nation’s waters.

MoDOT works with the Army Corps of Engineers and EPA, who administer the permit program.

“Depending on the project’s impacts to waters, the process may take anywhere from a couple of months to one year,” says Scheperle.

That’s a lot of time for a transportation improvement project with as tight a timetable as Route 67.

“It’s big news that we’ve been able to get the necessary 404 per-

mit for the corridor,” says Scheperle. “The Route 67 location study conducted several years ago went a long way into helping us speed along the process. We’re applying for the 401 permits for each phase of work as we go.”

Just getting the permit doesn’t mean the work is over. If there are any unavoidable impacts to more than a tenth an acre of wetlands or a half-acre of streams, MoDOT must mitigate by restoring, creating or enhancing wetlands and/or streams.

“It is a lengthy, sometimes demanding process,” says Scheperle. “But in the end, it’s good to know that as we make improvements to enhance travel that we aren’t harming our other resources.”